

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1.-14. (Cancelled)

15. (New) A motor-driven air amount control apparatus of an internal combustion engine comprising:

a throttle valve adjusting an intake air amount;

a throttle shaft rotatably bearing said throttle valve to a throttle body;

a motor held to said throttle body and having a rotary shaft placed in parallel to said throttle shaft;

a speed reduction gear mechanism transmitting a rotational force of said motor to said throttle shaft, said speed reduction gear mechanism comprising:

an output stage gear fixed to the rotary shaft of said motor;

a final stage gear fixed to said throttle shaft; and

an intermediate stage gear positioned between said output stage gear and the final stage gear and reducing the rotation of said output stage gear so as to transmit to said final stage gear,

a resin cover attached to said throttle body and covering said throttle shaft and the speed reduction gear mechanism;

a motor terminal connecting connector portion integrally formed in said resin cover in accordance with a resin molding;

a motor terminal extending toward said motor terminal connecting connector portion from said motor and connected to said motor terminal connecting connector portion in accordance with an insertion;

a throttle position sensor attached to a position facing to said throttle shaft in said resin cover and electromagnetically detecting a rotational position of said throttle shaft in a non-contact state; and

said motor terminal connecting connector portion being extended toward said motor between said output stage gear and an end edge in an opposite side to the throttle position sensor in said resin cover.

16. (New) A motor-driven air amount control apparatus of an internal combustion engine as claimed in claim 15, wherein a connector for connecting to an outer portion is formed in an outer side of said resin cover.

17. (New) A motor-driven air amount control apparatus of an internal combustion engine as claimed in claim 16, wherein said connector for connecting to the outer portion is provided in an outer portion of said resin cover at a position closer to said motor terminal connecting connector portion rather than the position of said throttle position sensor.

18. (New) A motor-driven air amount control apparatus of an internal combustion engine as claimed in claim 17, wherein an electric conductor between

said connector for connecting to the outer portion and said throttle position sensor is integrally molded in said resin cover.

19. (New) A motor-driven air amount control apparatus of an internal combustion engine as claimed in claim 15, wherein at least a gear portion of said final stage gear is made of resin material.

20. (New) A motor-driven air amount control apparatus of an internal combustion engine as claimed in claim 19, wherein said final stage gear is constituted by a partial gear which has 360 degree or less gear portion and which lacks partially a gear portion.

21. (New) A motor-driven air amount control apparatus of an internal combustion engine as claimed in claim 15, wherein a housing portion for receiving said motor is formed in said throttle body, an end bracket formed in an end portion of said motor is formed in the periphery of an opening portion of the housing portion and is structured such as to be screwed to a wall surface portion of said throttle body, and said motor terminal extends toward said motor terminal connecting connector portion from the end bracket of said motor.

22. (New) A motor-driven air amount control apparatus of an internal combustion engine as claimed in claim 15, wherein a spring mechanism energizing said throttle shaft in an opening direction or a closing direction is arranged between said final stage gear and said throttle body.

23. (New) A motor-driven air amount control apparatus of an internal combustion engine as claimed in claim 19, wherein a metal plate is fixed to said throttle shaft, and said final stage gear is formed in said metal plate in accordance with a resin molding.